

## CHINESE SUICIDES ON SHIP.

## ONE BY ONE THE SAGAMI'S FIRE-MEN WENT OVERBOARD.

Three Took That Way of Descenting and a Fourth Stood Under a Descending Ash Bucket—The Skipper Had Experience in Running Russian Blockade.

The shimmering surface of the Indian Ocean seemed to bubble under the blistering sun when the British steamship Sagami, yesterday from many ports of the Far East, lazily carved a course through the sea. Her Chinese crew hopped about barefooted on the hot steel decks and the men below in the inferno of the stokehold were naked above the waist. It was hard to breathe freely below decks when no air was stirring in the open, and the stokers, all shipped at Hongkong, frequently came up to give their lungs a chance to work and their hearts to resume half normal action. Capt. Frederick Littlehales, who has been twenty years in the China trade and is a commander, said he never felt the tropic sun beat so fiercely on a steel ship and never saw the stokers suffer more.

On June 28, when the Sagami was four days out from Singapore, and while the skipper was dozing in his cabin, he heard a knock at the door. His Chinese steward came in and announced that two hours before Leong Choi, formerly of Hongkong, had jumped into the sea. The skipper learned that several of the suicide's shipmates had seen him plunge over the rail, but that they thought that they had no right to interfere with him or give an alarm. The other stokers were somewhat affected by their comrade's death and showed it by increased equanimity. The skipper expressed a desire to be notified immediately if any other Chinaman decided to leave the ship by Davy Jones's submarine route, as he was already working short-handed and did not want to lose any more of his crew.

Seven days later Chow Choi, fireman, was helping to hoist ashes from the hold to the deck in a heavy steel bucket. When the bucket was emptied and dropped back into the hold Chow Choi was standing under it. It may be that he preferred this method of quitting work permanently to dropping over the side. He had plenty of warning, but made no effort to get out of the way. The bucket struck him squarely on the head and crushed his skull as if it were an eggshell. His body was sent after that of Leong Choi. The ship was now nearly in the middle of the Indian Ocean and the sizzling heat was at its worst. At night the stokers slept on the open decks, and the death of their shipmates had made them more stolid and gloomier than any lot of Chinese that ever crossed the sea. On July 14, just a week after the ash bucket crushed the life out of Chow Choi another knock came on the skipper's door. It was at night. The steward told the skipper that two or three hours before, so he, the steward, had just been told by some of the stokers, Chow Schi, fireman, had jumped over the rail.

The skipper began to get alarmed. He never had heard of a Chinaman committing suicide on shipboard, and never had missed one from his own ships in his long service. Whenever he took a siesta he left instructions to be awakened the moment a stoker was seen to jump, so that he might be picked up. The skipper recalled that the Sagami had had a bad reputation, having once nearly foundered in a heavy storm, lying on her beam ends long enough to gulp in half a holdful of ocean. Her former commander had had trouble with the Chinese and had been transferred to another vessel, the Hindustan. "These circumstances, coupled with what the skipper called the 'superstition' of the low class of Chinese who work in stokeholds, the force of suicidal example and the intense heat, are what he thinks impelled the men to kill themselves. Four days passed without another knock at the cabin door. But the engineer noticed that the stokers were murmuring among themselves and appeared to be uneasy. There was a dim suspicion in his mind that all of them might have entered into an agreement for reasons too secret for the Occidental mind to grasp to kill themselves off and leave the ship without a firing force.

On the fifth day after Chow Choi's disappearance Tye Kok, fireman, came up out of the scorching abyss, looked for a second or so over the port rail and, mounting it, dived into the ocean. A white officer had seen Tye Kok, and he shouted "Man overboard!" Capt. Littlehales knew what had happened just as surely as if there had been another knock on his cabin door. He was on duty on the bridge, and he stopped the ship and ordered out two boats. Tye Kok had been seen a moment floundering about, but making no effort to save himself. Then he vanished.

The boats' crews, all Chinese, seemed to take only a passive interest in the search. They had been ordered to man the boats, and they did so, and that appeared to end the matter with them. A watch was set on the firemen thereafter. The ship got to Suva without losing any more stokers. Then Capt. Littlehales said the heat was not so "damnable." It grew less recent as the Sagami proceeded through the Suva Canal. At Port Said coal was taken aboard, and the skipper looked around for four stokers to help the weakened force in the long run through the Mediterranean and across the Atlantic. He found four sturdy, ebullient Arabs, all pious Mohammedans, and they set an example of industry to the Chinese that they never work with unwearied swiftness.

The skipper said that every one of the Arabs was worth about three Chinamen, and that he really lost nothing in the way of stoking power when the firemen deserted him. The Arabs also set an example of cleanliness for the Chinese, bathing every day with a perfectly reckless disregard for sea water. The skipper encouraged them in this extravagance. It is the first time he has ever had Arabs in his crew and he thinks it will not be the last, if there are any more left at Port Said.

The Sagami started out from England on her last trip to the Orient with a cargo of steel bridge material and a lot of stokers. Capt. Littlehales decided that he would run the Russian blockade and get the material into Chemulpo. He touched at Shanghai, and there Capt. Katsura of the Japanese Navy came aboard. It was his duty to see that his countrymen at Chemulpo should get all the railroad and bridge material that could be picked up at Shanghai. Capt. Littlehales thus told what happened.

"I thought I was pretty clever when I told, in answer to the question from Capt. Katsura whether or not I was bound to Chemulpo, that I certainly was not. 'Well,' he said, in very good English, 'I will make it worth your while.' Naturally, I asked him how much it would be a price. He suggested that I should name a price, and I ventured to hint at \$1,000. I was astonished when he said, without moving a muscle, that the price was very reasonable, and that he would give me a check for the amount, immediately. I decided then that

I would not let him off unless he paid the hotel expenses of my wife, who was sailing with me. He also agreed to this without a murmur. I thought I had made the greatest bargain of my life. I went into the cabin, where my wife was waiting for me, and gleefully told her, as I showed her the check, what a great financier I was. Well, she took the check out of me in a second. 'You silly man,' she said, 'why didn't you ask him for \$2,000?' Of course I could not do it after I had taken his check, but I knew that my wife was right.

"I did not have much trouble getting to Chemulpo. The port was blockaded by the Russians, but it was the loosest blockade I ever heard of. As we arrived off, the British gunboat Bramble came alongside and hailed us. She was looking for trouble, her commander said, and she offered to see us all right. We did not see a Russian warship, and we landed the bridge material and rails."

The Sagami has aboard fifteen Japanese dogs that the skipper bought at different Japanese ports, and which he will sell when the ship gets up to her pier at the foot of Pike street to-day.

## RAID AT LONG BRANCH.

Thirty-three Nabbed for Gambling in the Old Stookton House.

LONG BRANCH, N. J., Aug. 20.—Detectives and constables enlisted by Prosecutor Henry M. Nevius raided the old Stookton House at 2:30 o'clock this morning, capturing the gambling outfit, the three principals and thirty-three players. The raid was the most successful ever directed by the Prosecutor's office, not an occupant of the building escaping.

Joseph Moore, son of Mrs. Richard B. Moore of the Cliff House, Long Branch, and Charles and Louis Huhn, sons of Karl Huhn, who runs barbershops at West End, N. J., and Ormond, Fla., were held under \$1,000 each to await the action of the Grand Jury. The players were asked to give bonds for \$300 apiece.

In a moving van, drawn by three horses, with Assistant Prosecutor A. J. C. Stokes, Detectives Jacob B. Rue and Charles Strong, half a dozen constables and Justice James H. Sickles left Red Bank at midnight for Long Branch, surrounded the Stookton House and started to round up the inmates.

Several of the players tried to escape, but the detectives whipped out revolvers and fired a few shots and all then submitted to arrest. Only one, Mr. Moore, succeeded at that time in giving bail. The gamblers and outfit were taken to Red Bank, where the men were locked up.

At least a dozen of the players are coachmen employed by summer residents. They gave fictitious names. Later in the day when they failed to show up they were compelled to own their identity. Cash bail was furnished by several cottagers for their cochemen.

Among those arrested were Frank Hendrickson, son of Van Dorn Hendrickson; George Goff, Peter Smith, a local Republican leader; Frank McCabe and E. R. Tindall of Hamilton Square, N. J.; Abel Justice and Charles Willis. More than half of the men arrested are out on bail to-night.

When the raid was made the roulette and faro tables were busy and a crap game was going on. Prosecutor Nevius says he will break up all the gambling places along the shore.

## GOD'S HAND ON AMERICA.

Says Dr. Morgan, Who Wants Us to Evangelize the Far East.

EAST NORTHFIELD, Mass., Aug. 20.—The Rev. Dr. Campbell Morgan of London, in course of his lecture on the Book of Exodus before the general conference of Christian Workers, made some startling remarks about the duty of America to the Philippines and the terms on which peace between Russia and Japan should be made. "Humanity can only be taught by humanity," he said. "Nations can only be taught by a national revelation. The Hebrew nation is yet the nation of God. But this is not the only nation upon which God has laid his hands. God has certainly set His hand on this nation America. He has for it a mission as clearly defined for His purposes as he ever had for the Hebrews, and if you compare the sins of the Hebrews with those of the Americans, I think the comparison would be in favor of the Americans."

"I think America is a nation marvelously blessed. I think you are the most favored of the evangelization of the Far East. You are beginning in the Philippines. In God's name may you be delivered from all trickery of imperialism and your dealings with these islands. May you not stop there. China waits for the evangel and God has caused this people to enter into the open door. I pray God that the sending of the heart of the Great Republic will not go too far. This monarch has already lost one great opportunity. I pray that God's will may be done. I pray for peace every day, but I want peace on God's terms."

## CHILD'S SUDDEN RECOVERY.

Bedridden for Years, She Got Up and Walked.

YORK, Pa., Aug. 20.—Eliel Vandersloot, only daughter of Edward F. Vandersloot of 378 East Market street, said to her father to-day: "Papa, I want to get up and walk." The child had not walked in twelve years, during which time she had been an invalid. For six years she has not been out of doors. Following the remark, she straightened up, rose to her feet and walked. In the progress from the bed to the top of the stairs she fell twice, but for the greater part of the way to the dining room her father's house made her way alone and unaided. The parents are overjoyed. For the first time in six years she ate dinner with them to-day. Physicians had pronounced her case hopeless. Mr. Vandersloot said he knew of no other reason for the result of the child's recovery than the prayers of the child's friends. Physicians he said, had been unable to diagnose her ailment.

## LIVED OVER A CENTURY.

CUMBERLAND, Md., Aug. 20.—Daniel Keen, aged 101 years, died to-day of cancer Mayor George A. Keen, died here to-day.

## THE WEATHER.

The unsettled condition from the West advanced eastward yesterday and caused cloudy and showery conditions over all the country east from the Lake region. Ohio and Tennessee valleys and in the Middle Atlantic and New England States. Showers also occurred in the east Gulf and south Atlantic States. West of the Mississippi River the weather was generally fair in the Southern States and over the Lake regions, but without storm energy.

It was slightly warmer east of the Mississippi, and cooler west of that line to-day, summer-like temperatures continued in the Southwest. In this city the day opened fair, but became cloudy and threatening; slightly warmer, wind light to fresh, 70 to 75; barometer, 30.00; humidity, 68 per cent; barometer, corrected to read to sea level, at 8 A. M., 30.06; 3 P. M., 29.98.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table.

1905, 1901.		1906, 1904.		
8 A. M.	70°	71°	6 P. M.	70°
9 A. M.	70°	71°	7 P. M.	70°
10 A. M.	70°	71°	8 P. M.	70°
11 A. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	70°
9 P. M.	70°	71°	7 P. M.	70°
10 P. M.	70°	71°	8 P. M.	70°
11 P. M.	70°	71°	9 P. M.	70°
12 M.	70°	71°	10 P. M.	70°
1 P. M.	70°	71°	11 P. M.	70°
2 P. M.	70°	71°	12 M.	70°
3 P. M.	70°	71°	1 P. M.	70°
4 P. M.	70°	71°	2 P. M.	70°
5 P. M.	70°	71°	3 P. M.	70°
6 P. M.	70°	71°	4 P. M.	70°
7 P. M.	70°	71°	5 P. M.	70°
8 P. M.	70°	71°	6 P. M.	